

\*RICA- Q53

95-282429/37

\*TW 251333-A

Crankcase scavenged two-stroke engine - has inlet port supplying air having transport port with passages and fuel meter communicating with by operating valve

RICARDO CONSULTING ENG 94.06.17 94GB-012181

(95.07.11) F02M 37/02

94.07.29 94 TW-106927

The stroke engine includes a piston (8) reciprocably mounted in a cylinder (2), an exhaust port (22), an inlet port (16) arranged to supply combustion air to the crankcase (14) and a transfer port comprising two or more transfer passages (24,26) extending between the crankcase (14) and the cylinder (2). The transfer port (24,26) is arranged to open before the exhaust port (22) closes, in use, the cylinder is scavenged.

Fuel metering unit (28) communicates with at least one (24) but not all of the transfer passages and is arranged to supply fuel into the transfer passage (24) at a rate which is a function of the mass flow rate of air through the inlet port (16). The fuel metering unit (28) includes a metering valve (30,32) connected to actuator (50), which is arranged to modulate the valve in response to the mass flow rate of air through the inlet port (16) and fuel suppler (34,36,38,40) arranged to supply pressurised fuel continuously to the metering valve (30,32). The transfer passage (24) includes a non-return valve (60) arranged to prevent the flow of fuel from the transfer passage (24) into the crankcase (14). (4pp Dwg.No.1/3)

N95-214900

